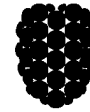


Dewberry & Davis



Engineers
Architects
Planners
Surveyors

8401 Arlington Boulevard
Fairfax, VA 22031
703 849-0100

December 9, 1983

[Redacted]

STAT

Central Intelligence Agency
New Building Project Office
Room 4E50 - Headquarters
Washington, D.C. 20505

Re: CIA Entrance at Route 123
Fairfax County

[Redacted]

STAT

As promised, I am furnishing you our views concerning the comments provided to you by the National Park Service regarding our traffic analysis for the CIA access improvements. In this connection, reference is made to the Park Service's letter which you received on November 29th.

Three conditions are analyzed in the traffic impact analysis. Two of the three conditions are not, in the view of the Virginia Department of Highways and Transportation (VDHT) or its consultant, realistic. Two of the conditions, capacity restraint and unrestrained, were included in the initial set of traffic data and were developed to provide insight into the effect on traffic service in the study area imposed by a capacity restraint at the Parkway/Beltway Interchange. The third traffic condition was introduced during one of our previous committee meetings and has no basis in logic or real world applicability. Capacity restraint traffic volumes are the only realistic forecast.

Improvements are being planned to the Beltway which could improve the capacity of the Beltway/Parkway Interchange and to the Cabin John Bridge. The benefits of these improvements, as well as the consequences, will be assessed in the next phase of our study. Obviously, there are very finite limits to the scope and scale of improvements within the limits described which could realistically be undertaken.

In summary, it is certainly obvious that traffic growth on the Parkway and on the Beltway will affect distribution of trips to the CIA.

Programmed improvements will relieve the existing problem over the short term but, with growth of background traffic, capacity restraints at the Parkway/

Fairfax, VA
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Marion, VA
McLean, VA
Woodbridge, VA

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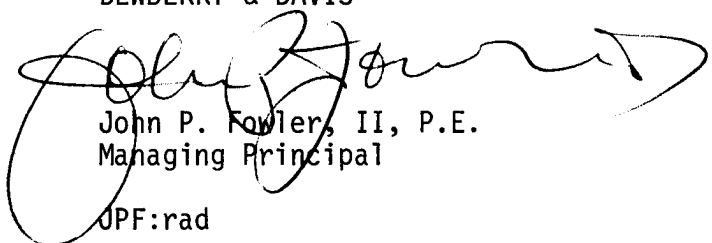
December 9, 1983

STAT

Beltway Interchange will be imposed. Whether the culprit is traffic on the Beltway or congestion caused by the Interchange ramps is immaterial. When that situation occurs, trips will seek other routes. Our objective is to evaluate this situation in the next study steps.

Very truly yours,

DEWBERRY & DAVIS



John P. Fowler, II, P.E.
Managing Principal

JPF:rad

cc: Roy Conley (w/enclosures)

Dewberry & Davis

